

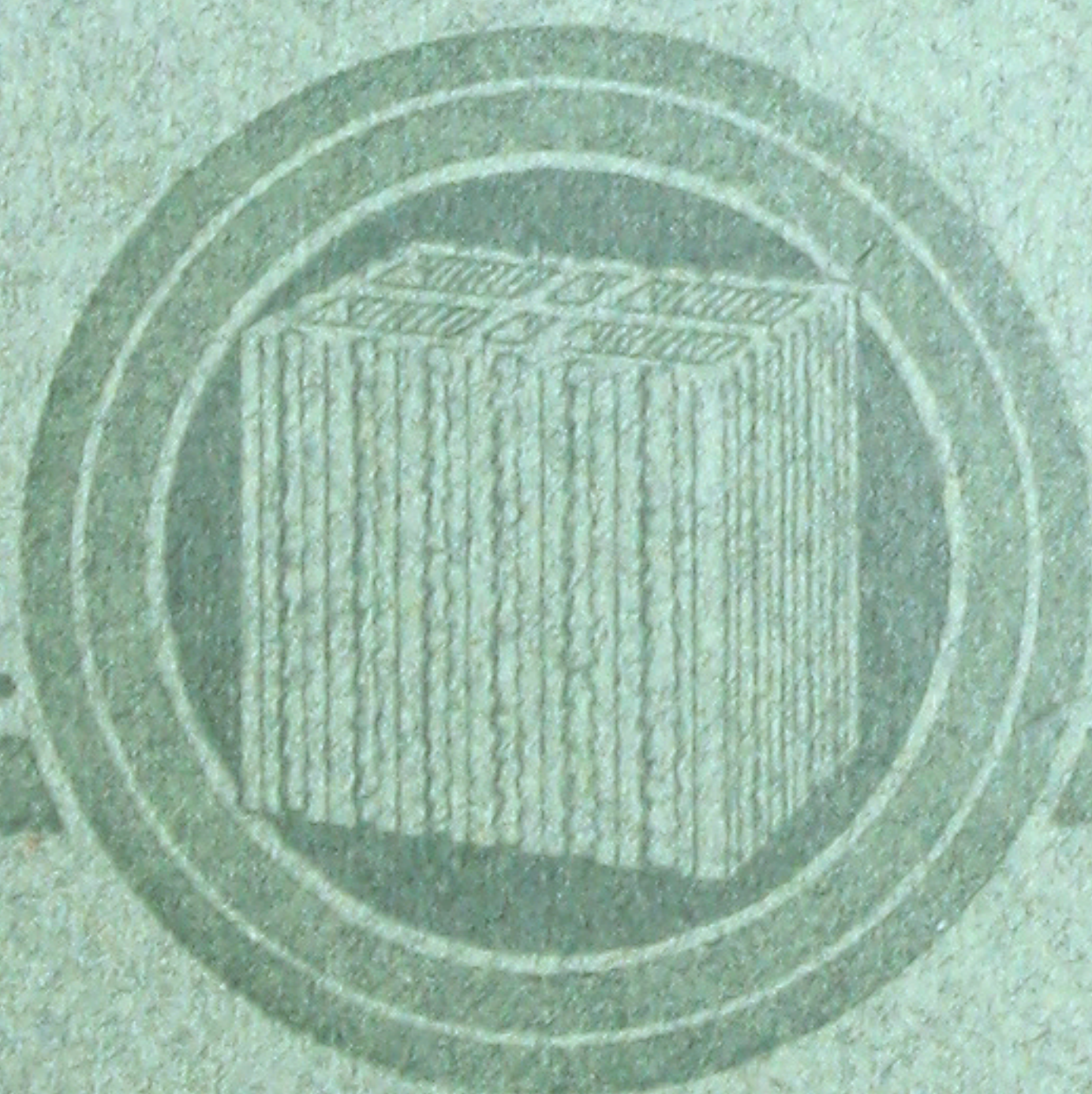
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RAILWAY BUILDINGS



NATIONAL FIRE PROOFING
COMPANY

RAILWAY BUILDINGS





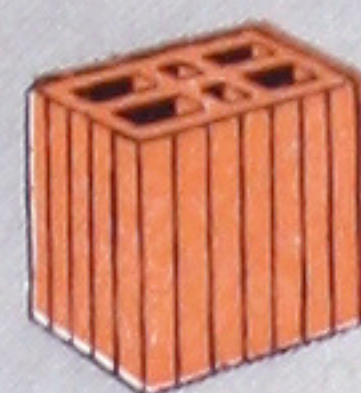
FEB 1 1915

RAILWAY BUILDINGS



OF

NATCO



HOLLOW TILE CONSTRUCTION



NATIONAL FIRE-PROOFING
— COMPANY —

CHICAGO

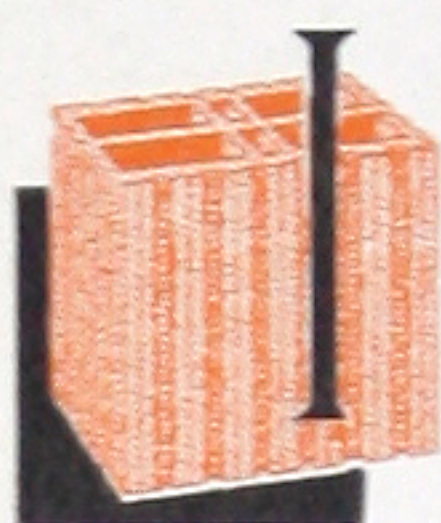
PITTSBURGH

NEW YORK

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FIREPROOF CONSTRUCTION

The Modern Policy of Permanence



IN looking over the remarkable advancements made during recent years in the service and the equipment of the Railroads, it is impossible to escape the change that has come about in the general character of Railroad buildings, a change which may perhaps be best summed up in the one word, "permanency."

That the buildings which are to become a part of their assets must be made as permanent and as safe as possible is becoming more and more the fixed policy of the progressive Railroads. The application of this policy is by no means restricted to great terminals, but is equally noticeable in smaller and seemingly less important structures such as freight houses, way stations, signal towers and club and home buildings for employees.

The conversion of Railroads to buildings of permanence is in line with the trend of the building world in general. The architects and builders of today are taking advantage of the modern materials for lengthening the life of buildings in all their building plans. Modern

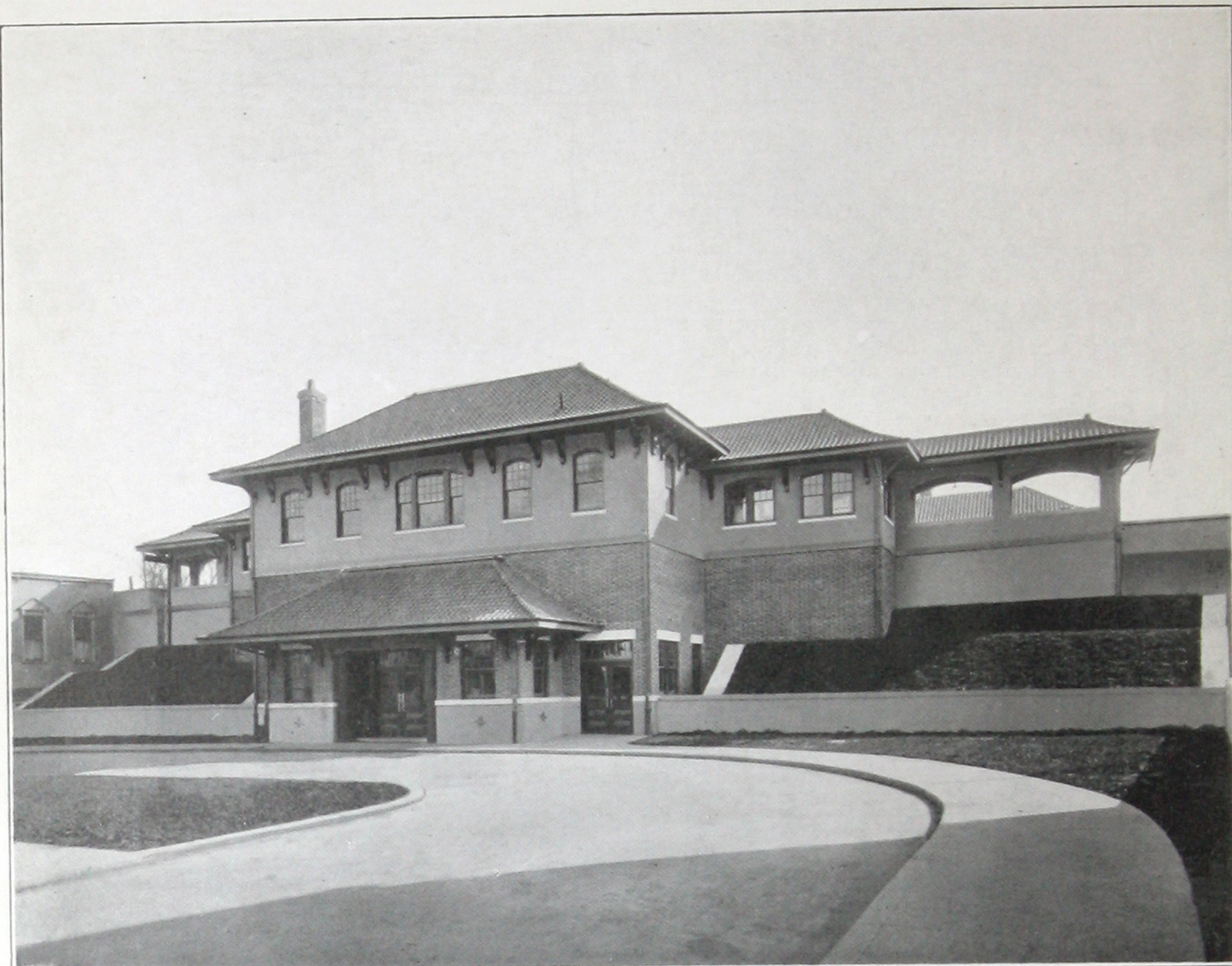
economy—efficiency demands it. Every building is nothing more or less than an investment, the returns from which depend directly on the building's resistance to deterioration.

With the Railroads in mind, there is still another point to consider and that is in reference to the "Public Good Will," development of which is always reflected in earnings. The buildings which naturally stand as representative of the Road, are certain to influence public opinion and if they convey an impression of stability and an intent to maintain a high standard of efficiency throughout, help much to popularize the service.

There is the moral effect, too, upon employees, of the improved environment of buildings which do not grow antiquated and dingy. The modern types of industrial buildings are partly a direct recognition of this incentive to efficient work that springs from attractive surroundings.

NATCO HOLLOW TILE—*The Ideal Material*

There can be no pre-assured permanence in buildings except through the use of a material that is as fully proof against destruction by fire



L. I. R. R. STATION—Flushing, L. I.—West Bound
J. R. Savage, C. E.

as it is against gradual deterioration with age. Neither is it enough for the building to look, it must actually be, fireproof.

The fireproofing perfection of Natco Hollow Tile is a matter of common recognition today. To realize this, it is only necessary to remember the great skyscrapers. These marvels of modern architecture would never have risen up in such numbers without offering absolute security



D. L. & W. R. R. TOWACO, N. J. STATION
F. J. Nies, Architect

against fire and in the fireproofing of which Natco Hollow Tile found the first opportunity to demonstrate its unique properties of fire protection and permanence.

As the natural result of its success in standardizing the fireproofing of the tall buildings, it was not long before Architects and Builders everywhere saw the equal advantage and profit from the investment point of view, of bringing



C. B. & Q. STATION—Oregon, Ill.
W. T. Krausch, Architect, Chicago, Ill.

Dimensions 34' x 100'. Foundations concrete 17" thick. Walls 12" NATCO XXX faced with pressed brick to first story sills, stuccoed above. Cement colored stucco. Roof Red Spanish Tile. Floors—Terazzo Tile. Interior partitions NATCO XXX Hollow Tile faced with enamel brick on waiting room, women's rest room and smoking room sides up to dado head. General Waiting room in center. Women's rest room in one end pavilion with toilets between. Ticket office and baggage room in opposite pavilion, coal storage and boiler room under ticket office and baggage room respectively.

all buildings, tall and small, into the fireproof class, the Natco Hollow Tile class.

To name the kinds of buildings which are today being built of Natco Hollow Tile would be simply to list practically all the kinds of



PASSENGER STATION—Westerly, R. I.—New York, New Haven & Hartford Railroad
Edward Gagel, Chief Engineer—Charles W. Lord, Office Engineer
Architect, H. R. Westcott, A. E., in charge.

buildings in existence. In industries of all sorts, in homes of all grades, in stores, hospitals, theatres, farm buildings, Natco Hollow Tile is now used whenever judicious thought is given to the selection of the material.

In no branch of the building industry has the preference for Natco Hollow Tile been more marked or its superiority over other materials been more amply demonstrated than in



PASSENGER STATION—Stewart Manor, L. I.—Long Island R. R.
J. R. Savage, C. E.

RAILROAD BUILDINGS

The space here permits only enough illustrations to indicate the varied character of Natco Railroad Buildings of recent erection. As may be observed, these views are chiefly confined to suburban stations and outlying buildings which emphasize the fact that there is no structure connected with railroad property



PASSENGER AND FREIGHT STATION—Warwood, W. Va.
P. C. C. & St. L. Ry. H. H. Seaton, Architect—B. V. Sommerville, P. A. E.

so insignificant as not to deserve Natco Hollow Tile construction.

As a matter of fact, about the only weapon with which such buildings can fight fire must be the building material itself—too often no appliances, no men are at hand to prevent the wiping out of the whole structure—and the self defence of Natco construction is of even more than ordinary importance.



PASSENGER STATION—Linden, N. J.—Pennsylvania R. R.—In Course of Construction.
W. H. Cookman, Architect—21' x 73'

How admirably Natco Hollow Tile adapts itself to dignified and artistic architectural treatment, the illustrations herewith testify and as further proof are the many palatial Natco Homes throughout the country. Because of their Natco construction, with the air insulation provided by the Natco Hollow Tile, stations are warmer in Winter and cooler in Summer.



PASSENGER STATION—Linden, N. J.—Pennsylvania, R. R.
W. H. Cookman, Architect

Suburban and Way Stations

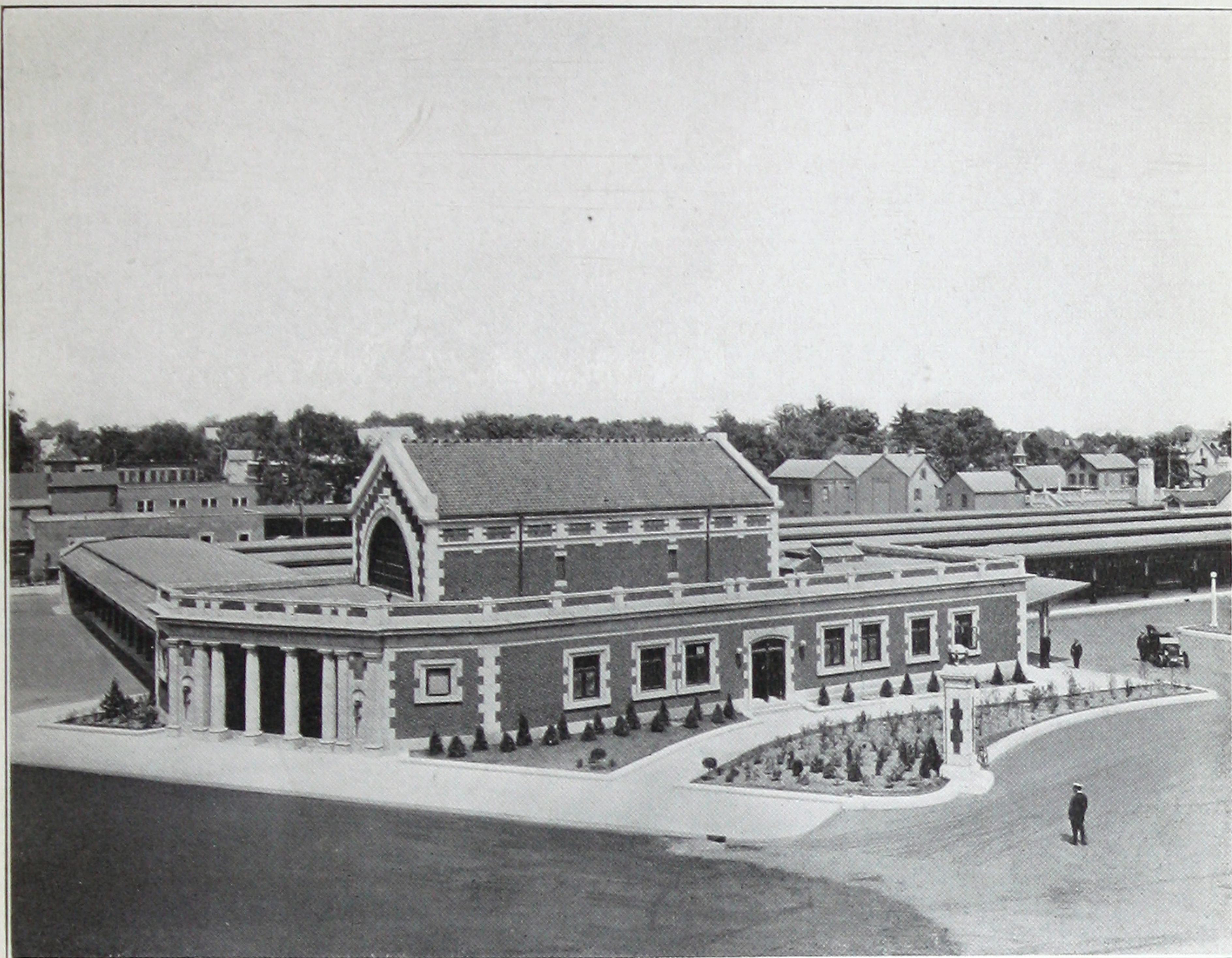
The beautification of the line is admittedly one of the greatest inducements to travel patronage and the old time way stations of forbidding aspect have given way to buildings of architectural excellence such as aid greatly in entrancing the general appearance of the Road.



STATION—Stoughton, Wisconsin—C. M. & St. P. R. R.
J. A. Lindstrand, Architect

This station is 28' x 103' and has a concrete foundation. 10" NATCO XXX walls. It has a stucco finish—cement color. Plastered directly to tile, and has no lathing or furring. It has a slate roof, one story high. Foundation—concrete. Brick water table. General waiting room in one end. Ticket office in center with two toilets opposite. Passageway between toilet and ticket office leading to smoking room. Baggage room beyond smoking room at the end of the building. Contains scale flush with floor, also heater and coal bin. Stucco finish above brick bond course embellished with ceramic tile inserts in the stucco.

With all these advantages, Natco construction carries another of especial interest to the Railroad contemplating any building operation, namely, speed in construction. There is no other material or method which permits the rapidity of work without depriving the building



D. L. & W.—Montclair, N. J.
F. J. Nies, Architect

One of the handsome stations along the line of D. L. & W. R. R. NATCO Hollow Tile is used as filler in walls which are faced both sides with brick, showing adaptability of NATCO Hollow Tile construction.

of any strength or stability associated with Natco Hollow Tile construction. In railroad undertakings, where time counts so much, this factor cannot but carry considerable weight.

Freight Houses

If there ever was a building in need of fire-



TRAIN SHED—Johnson System Roof
La Salle Station, Chicago

proof construction, it is the Freight House, where a conflagration would devour not only the Railroad's property but the quantities of valuable goods daily entrusted to its care (and for which it is responsible). The greater the risk, the greater the reason for employing the Natco protection which is why this material is used in Freight House construction of today.

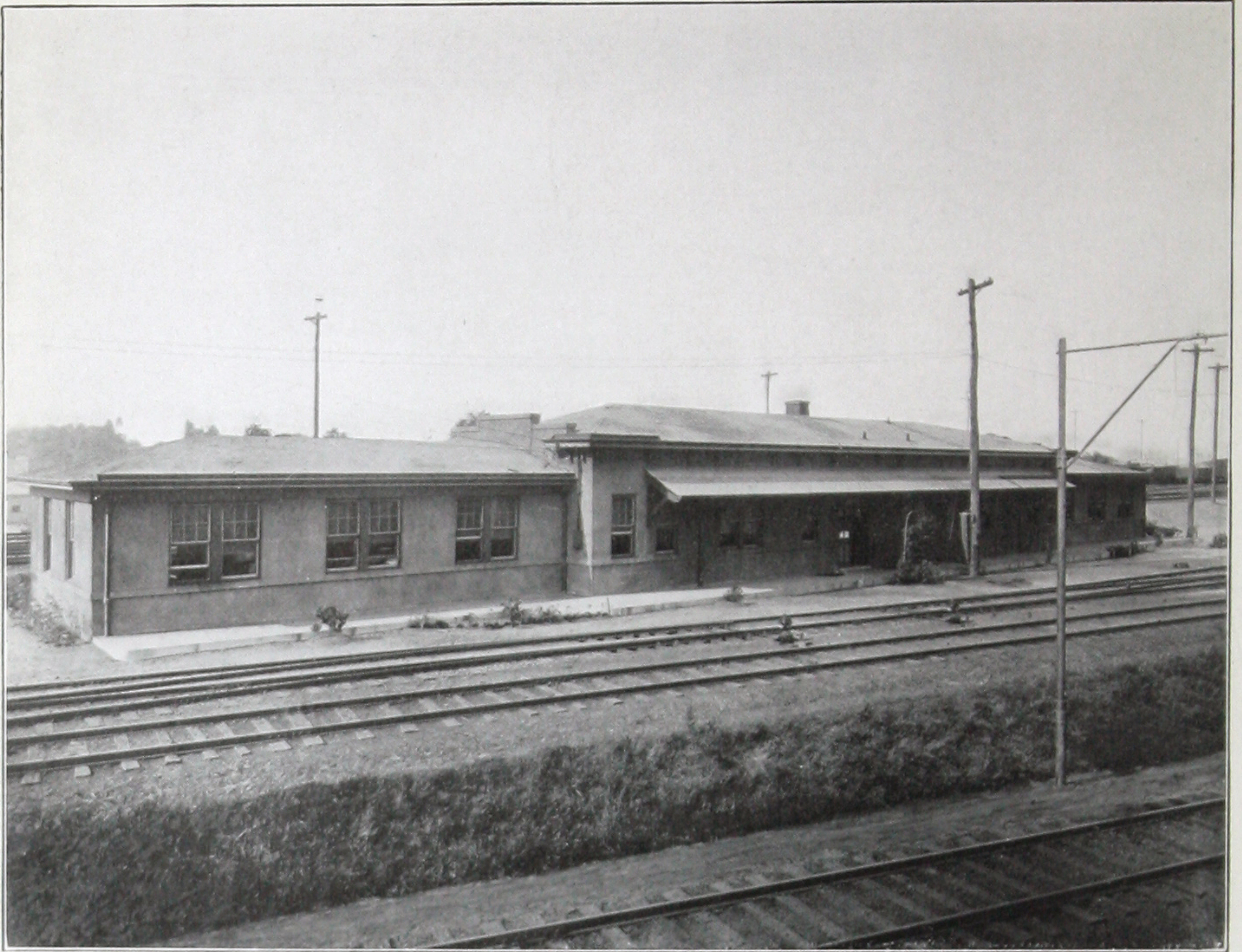


FREIGHT STATION—Norfolk, Va.—Norfolk & Western Railway
Oliver Mitchell, Architect—C. S. Churchill, C. E.

This station is 321' x 62' 8"; has concrete foundation, steel frame with NATCO Hollow Tile walls; cream colored stucco; stucco and plaster applied directly to tile. Office is 83' x 62'; two stories.

Grain Elevators

Another particular value of Natco construction, apart from its fire safety is its strength. There could be no evidence more conclusive of this than is afforded by the extensive adoption of Natco for Grain Elevators, where the principal strain does not come from downward



TRAINMEN'S BUILDING—Morris Park, L. I.—Long Island R. R.
J. R. Savage, Chief Engineer

pressure as in other buildings but from the outward pressure exerted by the contents, to offset which there is only the thickness of the walls and reinforcing.

The Different Forms of Natco Blocks

Natco Hollow Tile has been too long on the market not to have faced all the requirements that can arise concerning standard forms of



FREIGHT STATION—Lehigh Valley R. R., Bayonne, N. J.
J. J. McCleece, Architect—E. B. Ashby, C. E.

One of twenty buildings erected by Lehigh Valley R. R. of NATCO Hollow Tile.

Blocks. As it is manufactured at present, there are different designs to meet, without waste, the demands of all buildings, of walls, floors, partitions and roofs.

Were it not for this feature, much of the utility of Natco Hollow Tile would be lost. Walls, of course, come first in calling for fire-proof construction, but it is the opportunity



FOREMAN'S HOUSE—(One of Five) Salisbury Mills, N. Y.—Erie R. R.
Graham King, Architect—F. A. Howard, Engineer Bridges and Buildings

through the use of "Natco Throughout" to make the safety from fire complete and unconditional, with every room isolated from fire outside of its own walls, that leaves no excuse for ever overlooking Natco Hollow Tile in building plans. It is the adaptability of Natco Hollow Tile to every part of every structure, that gives it one more distinctive advantage over any



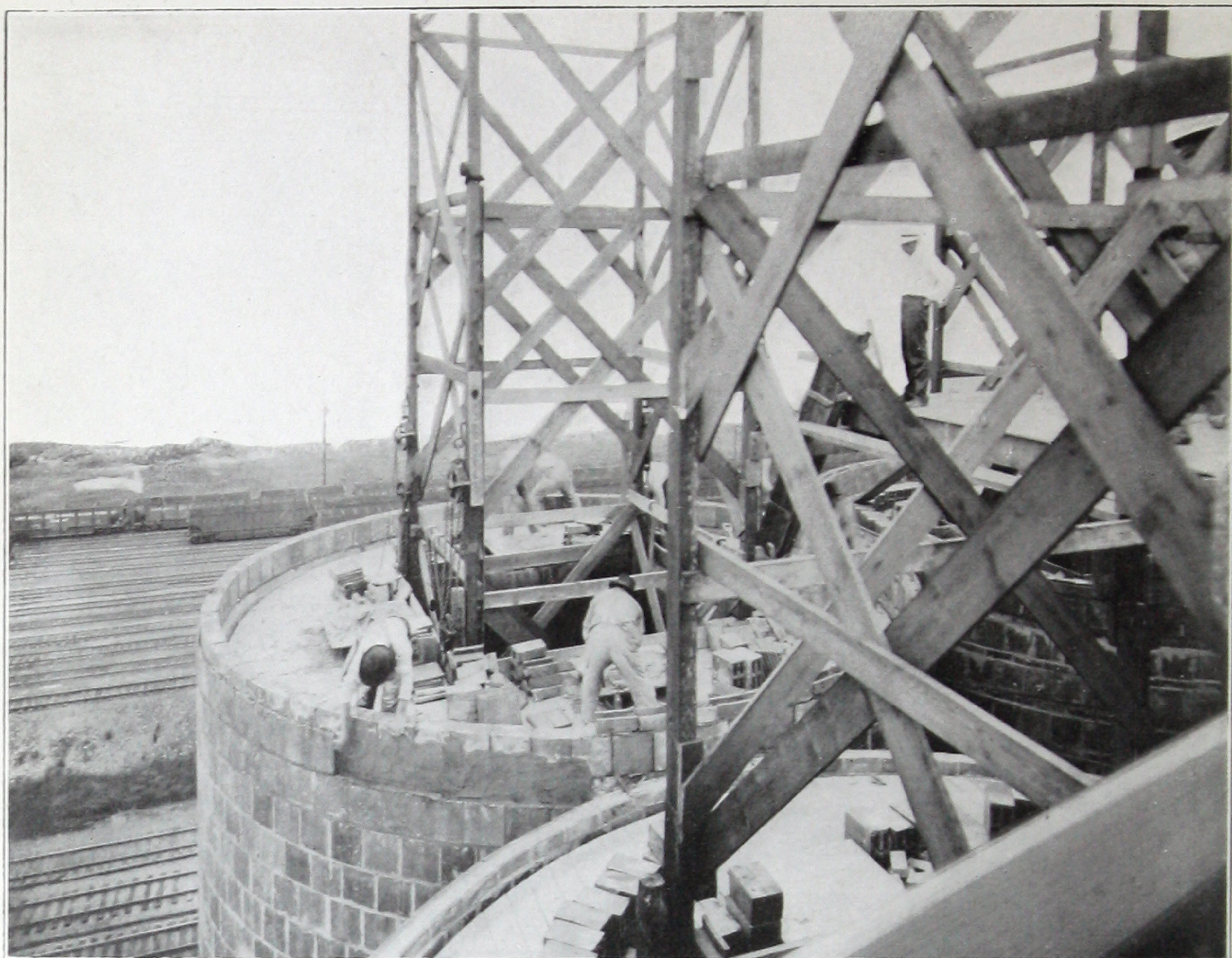
FROST BOX WATER TOWER—Wellsburg, W. Va.—P. C. C. & St. L. Ry.
G. LeBoutiller, Division Engineer

kind of material claiming fireproofing quality.

Natco's Uniform Excellence

In the production of Natco Hollow Tile, due consideration has been given to the prime requisite of uniformity in the material.

The utmost care is exercised in the selection of clays. Wherever there has been a pyrometric

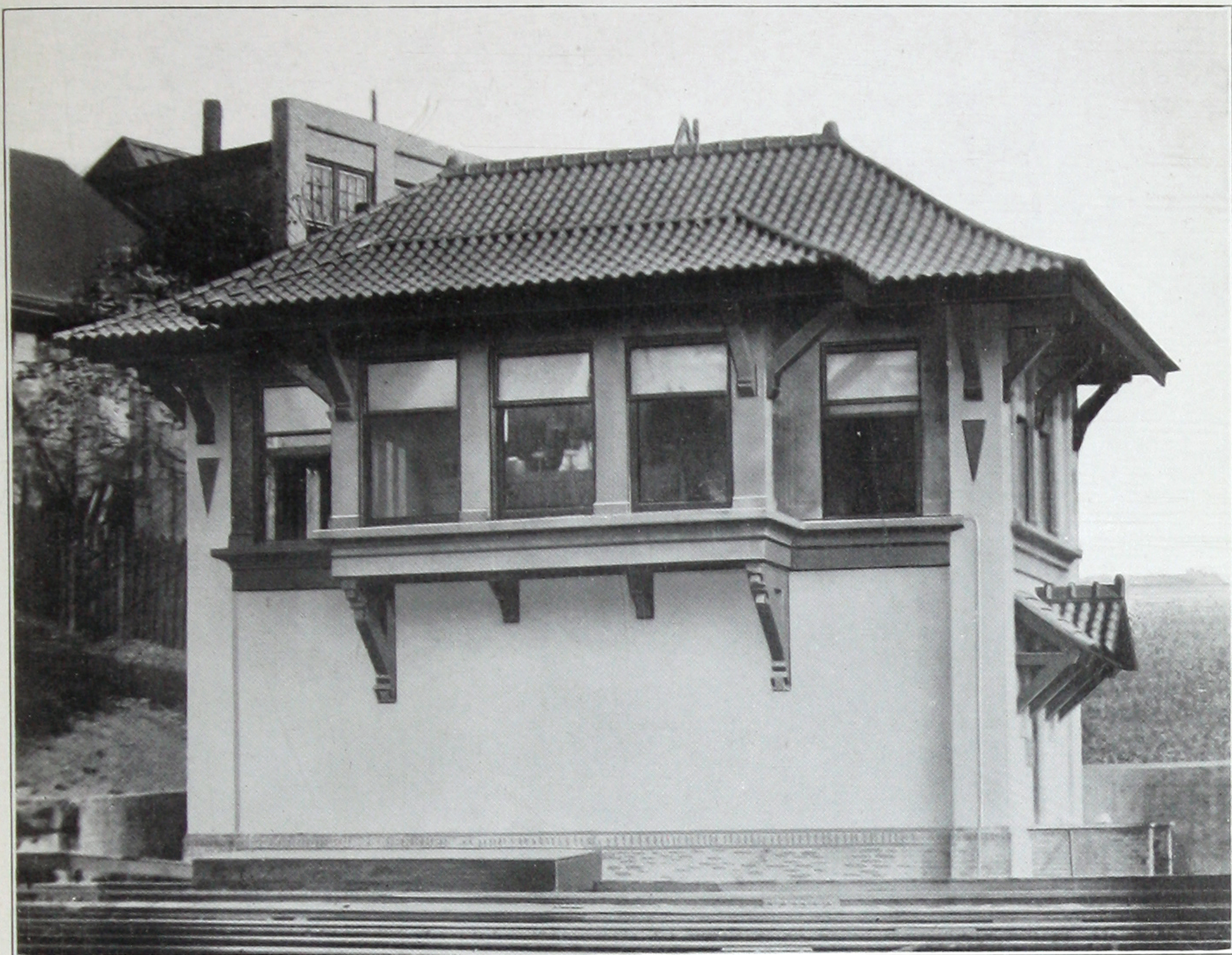


GRAIN BINS—Port Arthur, Canada
Canadian Northern Ry.

Showing Natco Hollow Tile grain bins in course of construction at Port Arthur, Ontario. The Canadian Northern Railway have erected in all 240 grain bins with a capacity of 7,500,000 bushels. Grain bins of this construction can be erected any time of the year, and much more rapidly than any other kind of construction.

device developed which would improve burning processes, its immediate installation has followed.

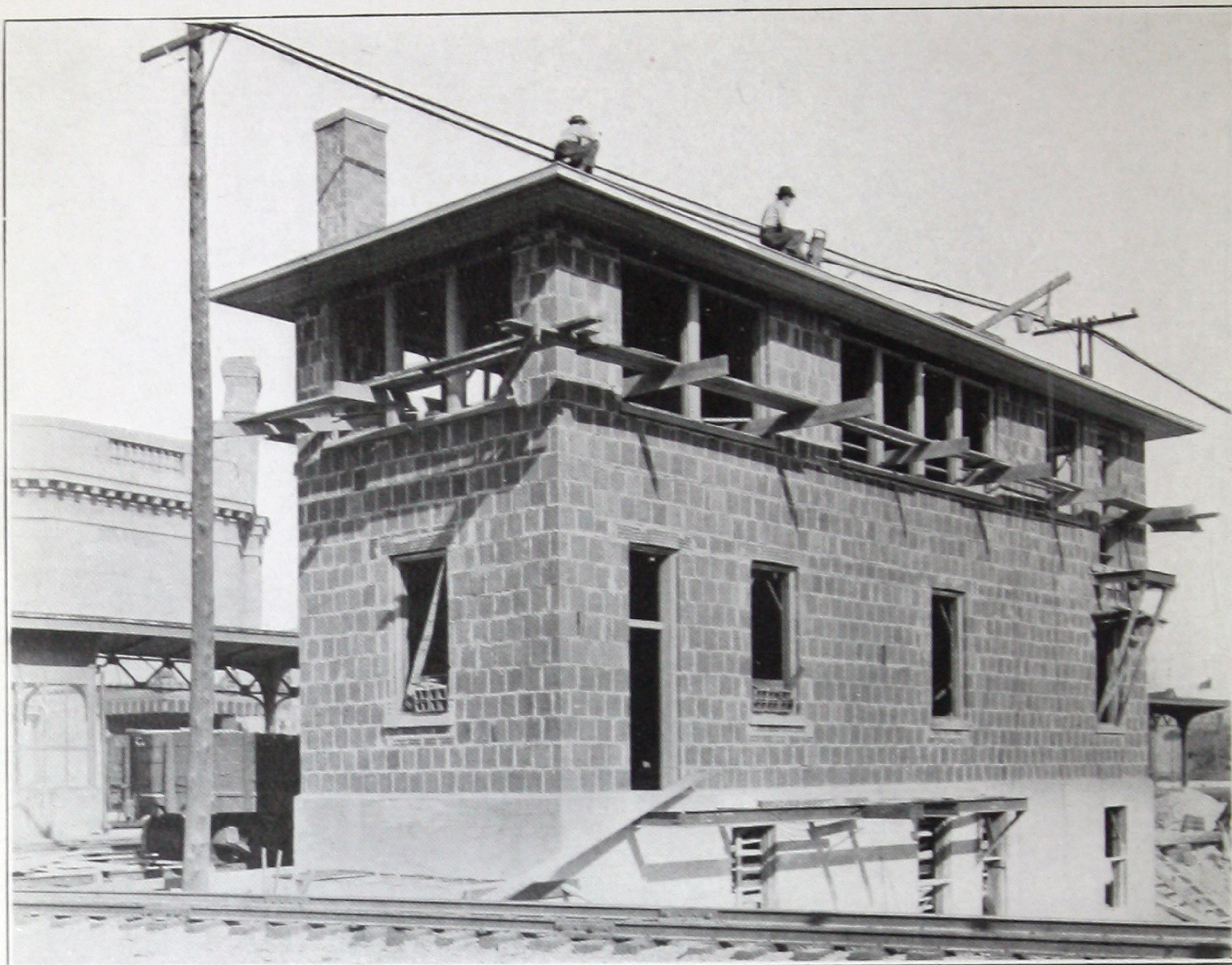
And that there may not be a single weak link in the chain of manufacture which creates Natco Hollow Tile, graduate Ceramic Engineers are employed to supervise every step in the transformation of the raw materials into the finished Natco Hollow Tile.



SIGNAL TOWER—Trenton, N. J.—Pennsylvania R. R.
R. G. Develin, Assistant Engineer

The Trademark is the Guide

When a Natco Hollow Tile Block bears the imprint, "NATCO", it is Natco Hollow Tile and never without this trademark. The Natco trademark constitutes a personal guarantee of the National Fire Proofing Company that the Block has been made in their factory, passed their inspection, and received their recommen-

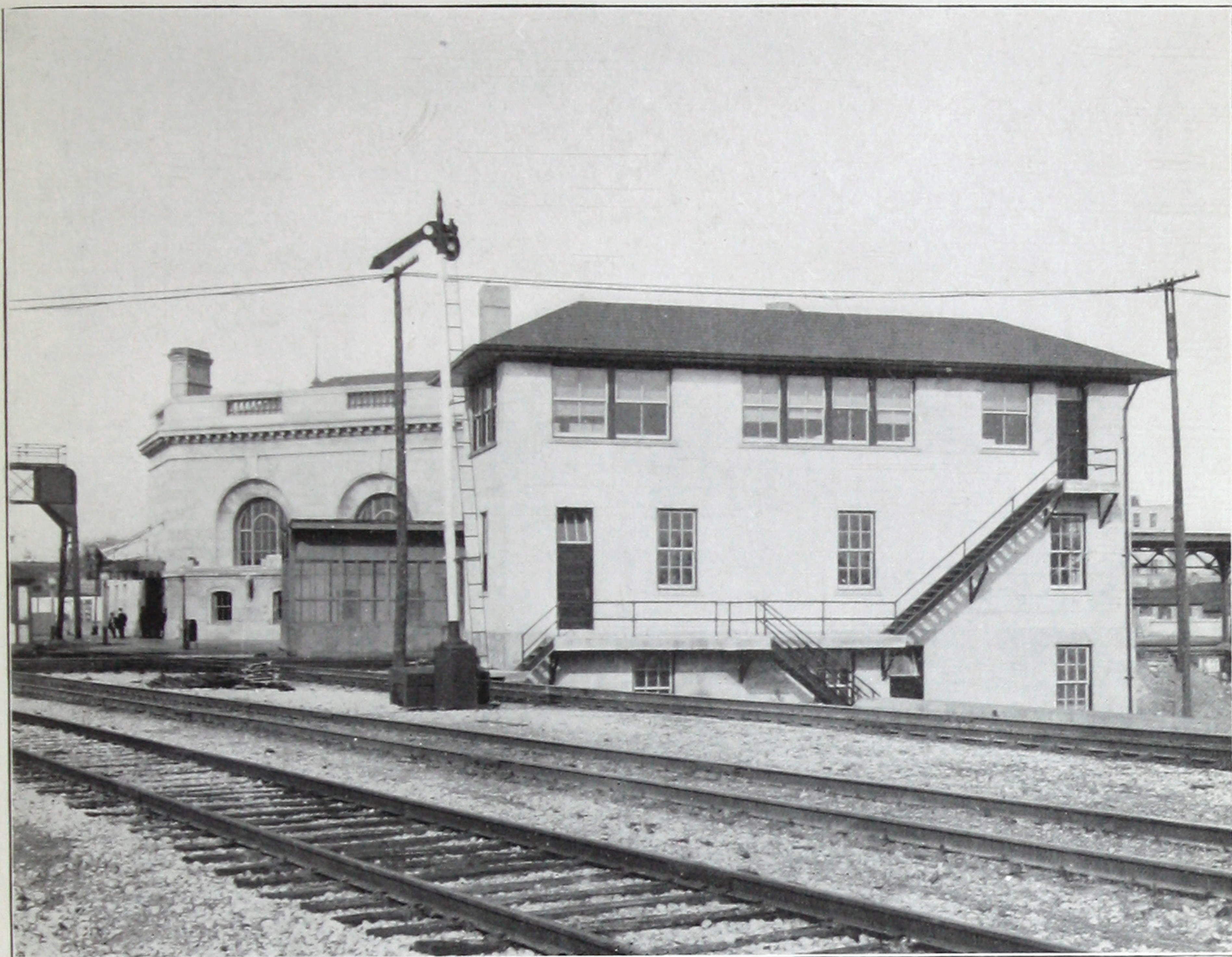


INTERLOCKING TOWER—Joliet, Ill.—Built by the C. R. I. & P. R. R.
In course of construction—A. T. Hawk, Architect

dation—that it will give the efficient service and protection from fire which has made Natco Hollow Tile the undisputed leader among modern building materials.

A Word as to Imitations

It was to be expected that a Building Material which met with the immediate and



INTERLOCKING TOWER—Joliet, Ill.—C. R. I. & P. R. R.
A. T. Hawk, Architect

remarkable popularity showered upon Natco Hollow Tile, would be followed by imitations.

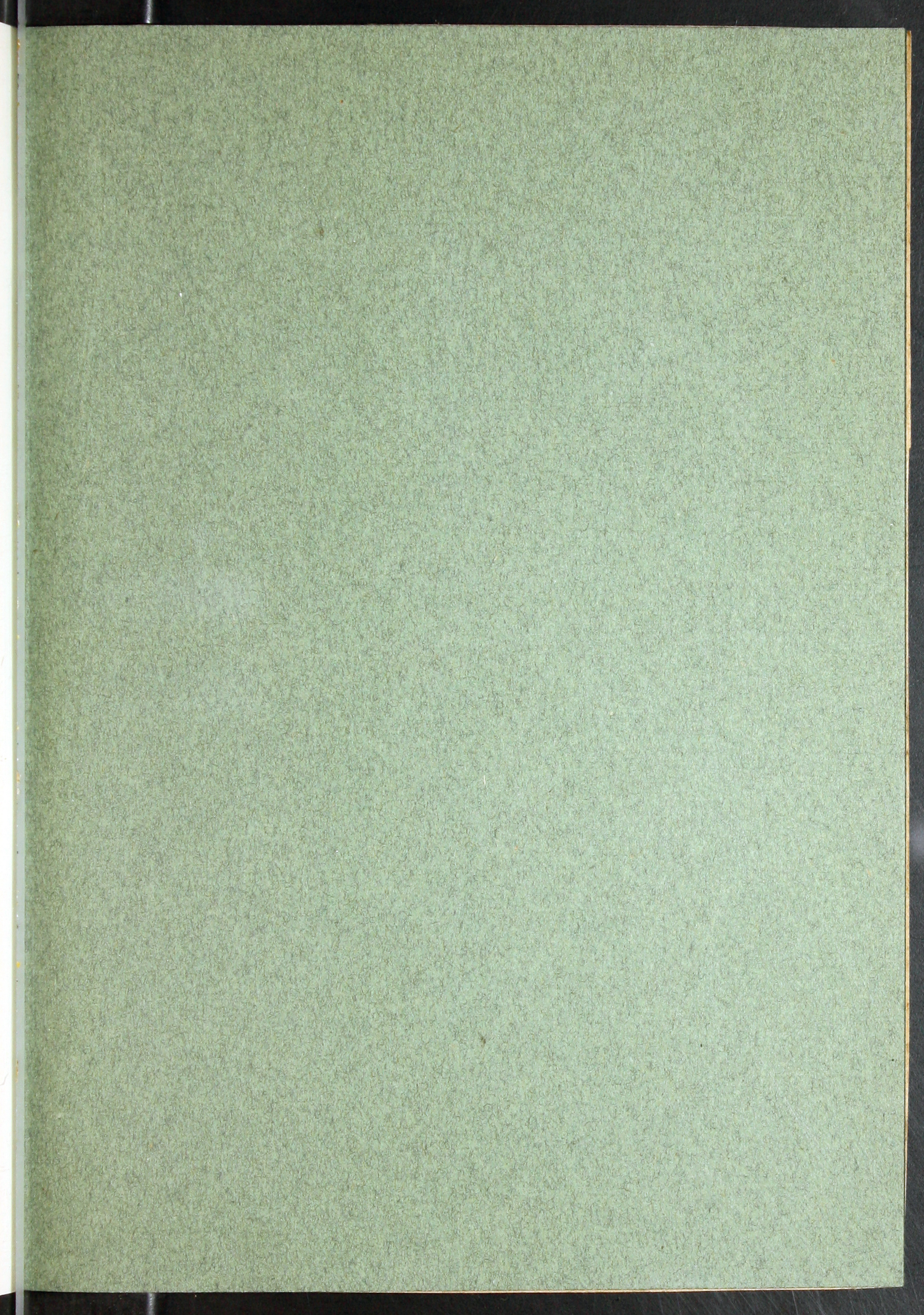
It is hardly necessary to add, that these, in common with most imitations, cannot be the equal of the original and genuine Natco Hollow Tile. Natco itself only attained its present unimpeachable quality as a result of years of



CLUB HOUSE—Southwest Missouri R. R., Owners, Webb City, Mo.
Austin Allen & Williams, Architects, Joplin, Mo

This Building is 30' x 88', has a concrete foundation. 10" tile in exterior walls both stories with a gray stucco not waterproofed. The interior plaster is applied directly on the tile. The floors and partitions are wood. Red asbestos shingles were used. The building contains seven rooms.

experiment and experience and the building up of one of the country's greatest manufacturing organizations.



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